

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dewert	WEDNESDAY, 20th Oct., Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 20th Oct., 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenet	FRIDAY, 5th Nov., Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guindou	25th Oct., P.M.
MARSHILLES, VIA PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	5th Nov., P.M.
MARSHILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th October, 1909.

[6]

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry up the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsien.

For further particulars, please apply to the COMPANY'S OFFICE at Shamsien, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

[4]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Locomotives of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

[46]

JUST LANDED :

The well-known and famous brandy
"Bisquit Dubouche & Co."

Per Bot.
XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

[40]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
(Incorporated, 9th March, 1907.)

OSMAN & CASUM,
1 & 3, D'AGUILAR STREET

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

[19]

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 15th September, 1909.

[58]

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yards and Servants' Quarters on Shamsien Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th October, 1909.

[69]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

[463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shawan, Toms & Co.).

Apply to—

THE COMPADORE DEPARTMENT.

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

[188]

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PRINCE STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

[408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 4 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, ELUX BUILDINGS, and No. 168, DES VUEX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909.

[5]

TO LET.

GODOWN at 54 DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1909.

[19]

BOMBAY AND THE NAVY.

IMPORTANT DEVELOPMENTS.

Bombay is destined to play a very important part in the future naval defence of the Empire, and large works are now in progress with this end in view. The dockyard of the Royal Indian Marine that exists at Bombay is far too small to deal with the requirements of a modern fleet, while its plant and equipment are for the greater part quite obsolete.

The first step in the development of Bombay has already been taken. This is the construction of a new breakwater that will enable warships of the largest type to lie beside it at all states of the tides. The want of such a breakwater has long been felt in the past. Work upon this breakwater was commenced towards the end of 1904, the expenditure of something like twenty thousand pounds being sanctioned for the purpose of its construction. It extends to sea for a distance of 1,300 feet, and has a width at the top of 35 ft.

This breakwater starts from the entrance to the present dockyard, and is so designed as to form, with the existing Ballard Pier, a deep water basin in which a whole fleet might ride at anchor in safety, no matter how fierce a storm might be raging outside. It is now proposed to double the length of the breakwater, and to curve it round towards the Ballard Pier, leaving only an entrance of about six hundred feet. The area of the basin as thus enclosed will be between fifty and sixty acres. The extension of the breakwater is to be the next great work taken in hand.

Large dredgers are to be built in this country and sent out to Bombay to deepen

THE NEW BASIN

so that the largest ships may be able to anchor in any portion of it. There are, at the present time, one or two sandbanks in the basin that might prove dangerous to navigation of large battleships or cruisers, and these it is proposed to remove. The dredgers are to be among the most powerful that have ever been built in this country, and tenders for their construction will be invited almost immediately. At the present time there are two or three dredgers of moderate size upon the spot, but these are not deemed sufficient to carry out the work of deepening the new harbour by the time it is desired to complete this work.

While this dredging is going forward and the extension of the breakwater is taking place, the task of extending the dockyard and determining what extensions are necessary will be taken in hand. For this purpose experts from British dockyards are shortly to be sent out, and upon their reports will depend the work to be undertaken. Bombay, it has been definitely decided, shall be the naval base and repairing and equipment station for the whole of the fleet. Since the Committee of Imperial Defence has recently determined that the number of ships in these waters shall be substantially increased, this means that considerable additions to the present dockyard accommodation are required.

There is ample land in the neighbourhood of the dockyard for these additions to be carried out, and the work will be put in hand with as little delay as possible.

THE FIRST GREAT NECESSITY

is for a new graving dock to accommodate the larger ships that are to be stationed in Indian waters for the future. Though it is not proposed, of course, that ships of either the Dreadnought or the Indomitable type should be sent to the East Indian station, a situation might easily arise when it would be necessary for ships of this class to visit the East, and it is proposed, that when the new graving dock is being constructed it should be built upon a scale sufficiently large to accommodate the largest ships of war yet projected.

The buildings that exist in the dockyards at the present time, together with their plant and equipment, have, as has already been stated, gradually grown obsolete, and this is a fault that is to be remedied in a very short time. The latest labour-saving machinery is to be installed, and everything will be done to facilitate the rapid repair and refit of warships. It is not proposed, of course, that anything like the whole of the expense necessary for the carrying out of these extensions shall fall upon India, the greater proportion being borne by the Imperial Exchequer. So far, however, India has found the money necessary for the construction of the new breakwater, but it is now suggested that a substantial refund should be made to the Indian Treasury, or that the whole of the cost of the projected extension should come from the Imperial Government.

A VALUABLE AUXILIARY

to the Bombay naval harbour and dockyard will be the new Victoria Dock that is now approaching completion. This, it is understood, will be available for the purposes of the fleet whenever necessary, as will the graving dock and repairing dock, that are to be built in the immediate neighbourhood. In return for these facilities it is proposed that the Imperial Government should pay an annual subsidy of an amount to be fixed upon by mutual agreement.

It was not without very careful thought that Bombay was fixed upon as the new naval base in the East. Hongkong was at first regarded with the greatest amount of favour, but was abandoned as being too far away from the Persian Gulf. The Gulf is, of course, the great centre of unrest in the Middle East at the present time, and it is imperative that this should be more efficiently patrolled in the future than has been the case in the past. Otherwise, the gun-running trade here, constantly on the increase, will expand enormously during the next few years. It will be the work of the new and more powerful ships at present stationed there to stamp out this traffic in addition to patrolling the Indian coast line.

An important addition to the dockyard at Bombay will be the establishment there of a WIRELESS TELEGRAPHY STATION. It is proposed to set up another of these at Aden, and it is not anticipated that there will be the slightest difficulty in maintaining communication between these two ports.

The value of this installation would be difficult to over-estimate. By means of it a decisive blow or succession of blows could be aimed at gun-running in the Gulf. So soon as news reached Aden of suspicious dhows making for the Gulf the news could be flashed both to Bombay and to the fast cruisers engaged in the suppression of the traffic, with the result that the dhows would probably be "held up" before they would be able to enter their favourite shallows, where, as they are only too well aware, modern ships of war cannot follow them.

This suppression of gun-running, however, is only one of the important duties that will be dealt with by the new naval harbour at Bombay. As has been said, it will become the great centre for the whole of the fleets from the Gulf of Aden to the west to the China Sea on the east. The want of such a base has long been recognised by every Admiral who has served in these waters, and its creation is now to be carried out with as little loss of time as may be.—*Poll Mall Gazette.*

JOURNALISTIC STYLE.

It would be a desperate business, said Professor Walter Raleigh in a lecture on "Burke's Prose" at the Royal Institution, London, in May last, to attempt to learn, yet more to attempt to teach, prose style, because style was a personal quality or colour of the soul. It was true that a language could be learnt; we learnt the same phrases, and said the same things, but style began when one ceased to say the same thing or said it for a purpose or in a bearing that made it one's own. Language was so diverse and wonderful an instrument inadequate though it was, and had become so rich in words, that everyone had a style of his own. Styles that could be learnt were the simple styles adapted to everyday purposes—styles that had no colour about them. They were what he called the advertising styles—(laughter)—because he took advertising to be the simplest problem in the world.

"You start with 'It's your money we want,'" he declared, amid laughter, "and you adapt to it your hypothesis. Macaulay has a good advertising style; he has one thesis to prove. The modern journalist is the pupil, the creature, of Macaulay. He has his emphasis, his clearness, and his complete satisfaction with some point of view dictated by party or by the necessities of the moment, and he has his perfectly admirable balance and conciseness."

If, continued Professor Raleigh, he had to put in a word, Burke's claim to greatness, he should say that he kept nothing out of literature. The same might be said of Shakespeare. It was a misfortune that in literature the range of subjects was so limited.

"I do not know whether a nation can go mad," he observed later, "but it can certainly be drunk with ideas. If the French Revolution did not prove it—and it does prove it—you can see it illustrated every day in party frenzies and international politics."

For Sale.

SPECIAL SALE OF WORK

in aid of the

ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superiress and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE of NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superiress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,

28, Caine Road.

Hongkong, 11th October, 1909.

[713]

FOR SALE.

JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each

AND

Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO.,

37, Des Vieux Road.

Hongkong, 9th October, 1909.

[65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

15, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909.

[11]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON, GALUTIA, SHANGHAI.

5, John Street, Bedford Row, W.C. 10, Bank Street, 164, Hankow Road.

Hongkong, 6th March 1901.

**WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.**

T. G. 1900

BUILDINGS.

Hong Kong 14 October 1994

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER-ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.
Hongkong, 18th July, 1909.

The Hongkong Telegraph
HONGKONG, MONDAY, OCTOBER 18, 1909.

THE DOWNFALL OF A
BRITISHER.

After a trial extending over the better part of a week, the former chief accountant of the Canton-Kowloon railway (Chinese section) has been found guilty of converting to his own use certain sums of money which belonged to the railway, and he has been sentenced to a term of two years in gaol. One could not but remark the unusual amount of interest evinced in this case, due possibly to the reputation and character of the man and to the fact that he was a Britisher in the employment of the Chinese Government. It is fortunately uncommon for people of the British race to betray the trust reposed in them as heads of departments, especially when that trust is so supreme as was given to Butler Wright, but the event does harp occasionally and when it does the fall of the individual is correspondingly great. What two years in Hongkong prison means to a man like Butler Wright, accustomed to enjoy the luxuries of the Orient and the attentions of a bodyguard of servants it is painful to contemplate. Even in the case of a young man such a punishment has a harrowing effect, but when the prisoner has passed the prime of life the portals of the cells must savour of the entrance to the grave. We do not suggest that the punishment exceeded the crime, or that the prosecution was unduly vindictive, but there are certain aspects of the evidence which seem to indicate that the prisoner was perfectly innocent of conscious wrongdoing or intentional crime. As an expert accountant, with what were in the circumstances immense sums at his unlimited control, and being necessarily familiar with the methods of financial manipulation, he transferred, in perfect good faith and in all honesty of purpose, sums of money from one account to another with the object of, as he doubtless thought, legitimately increasing his own income. The one thing is done on a smaller scale in Hongkong every day. A shroff, we will say, receives a note issued by the Hongkong and Shanghai Banking Corporation in payment of a \$5 debt. He immediately proceeds to change it for a Chinese note, which he pays his employer, but in the meantime his little transaction has netted him anything between 30 and 60 cents, which is probably more than his salary per diem.

If that shroff were told that he was a thief he would be astounded and indignant, and yet there is little to choose between him and the fallen accountant who went behind the bars on Saturday night. We cannot conceive that the late chief accountant understood the peril in which he was placing himself, otherwise he would have handled the money entrusted to his charge in an entirely different way. He would not have gone into transactions in silk and lived like a prince on something like \$200 a month—for it was specially agreed that four-fifths of his salary, that is to say, £40 out of the £50 he was due to receive every month, should be paid in London, and his principals knew all about that arrangement. What they thought about his manner of living we have not the slightest idea, but they must surely have envied the man who could make a couple of hundred dollars look like a thousand and still keep out of debt. The curious part of the business is that not only seems to suspect him of dabbling in exchange, or having commercial dealings, if it had not been for that pass-book he might have been still in the full operation of his financial dealings, and so far as we can see he usually stood to win for he had all the cards in his hand. What we do not understand yet is how the envelope containing Butler Wright's private pass-book came to be opened. There must have been some arrangement whereby a subordinate could open a superior's private letters, and hand the contents over to somebody else. For ourselves we should not fancy the idea of giving anybody such power and we believe that feeling is generally entertained. But we are not inclined to reopen what is probably the closing chapter in a wrecked career. From the very beginning we regretted the decision which refused the application for a change of venue of trial, not because we doubted the impartiality of the jurors on the Canton list, but simply because one wishes to see a prisoner get all the best of the chances for his ultimate success. If it had been possible to try the case in Hongkong even that would have been preferable to having it tried in the place where he had once ruffled it with the best, been on terms of intimacy with the meagre European population, and generally held his own as a taipan in a small way. But apparently Hongkong, as the venue was out of the question and Shanghai was refused, here might have been another way, and that was to select a jury from the Hongkong list, but of course that would be deemed impracticable on the face of it, although many would have jumped at the chance of a week's sojourn in Canton. In any case, it was a tactical blunder we think to suggest that the prisoner feared for his freedom if tried in Canton. If we were to face a tribunal of our peers we should prefer them to be enemies rather than friends for this reason that an enemy will, in nine cases out of ten, lean towards leniency, whereas a friend because of his friendship and his oath to be just is apt to swerve to severity lest it be said that his impartiality had been undermined by his feelings. But it is flat and unprofitable to consider these things now, for Butler Wright has begun to suffer the bodily pains and mental anguish which afflict the prisoner who has not become hardened by repeated terms of incarceration. Nor do we intend to moralise on the subject. We only wonder if this unfortunate case will prove a warning to those who being in a position of trust are inclined to develop the "get rich quick" habit, by the use of money which does not belong to them. If it saves one man from perdition and disgrace then all we have to say is that the Butler Wright case has not been in vain.

LOCAL AND GENERAL.

A CHINESE woman was fined \$5 in the Police Court this morning for the destruction of trees at Tai Po.

THE Ministry of War has decided to appoint Military Attaches to the Chinese Legations abroad next year.

FOOD was recently administered by force to a party of Suffragettes in gaol in Birmingham, they having refused to eat.

TWENTY-ONE Chinese were each fined \$4 at the Magistracy this morning for taking part in gambling at Queen Victoria Street.

FOR stealing a jacket, a Chinaman was awarded three months' hard labour and four hours' stocks at the Magistracy this morning.

A MARRIED woman named Ip Shui was this morning bound over in a personal bond of \$200 to appear for judgment when called for for assaulting a boy.

WE are requested to remind readers that the grand open air concert, under the auspices of Hongkong Volunteer Corps, will be held on Saturday, the 23rd inst. The proceeds will be in aid of the Diocesan Girls' Orphanage.

SIR Matthew Nathan, the newly-appointed Secretary to the General Post Office, London, sailed for Natal on Sept. 25. After a short stay he will return to England to take up the duties of his new office. Since his arrival in London Sir Matthew has been rendering the Natal Government valuable service in connection with the wireless telegraph installation at Durban.

NEW FRENCH MINISTER.

OFFICIAL VISIT TO MACAO.

H.E. Mons. Margite, the new French Minister to Peking, who arrived in Hongkong the other day from Siam en route for the Chinese capital, has since been busy in his round of official visits to neighbouring territories. Our Canton correspondent reported the French Minister's visit to the Viceroy at Canton towards the end of last week. No sooner did Mons. Margite return from the Provincial capital than he makes a visit of courtesy to Macao. As evidence of the cordial relations prevailing between the Government of the Republic and Portugal as soon as the Governor of Macao became apprised of the Minister's intention to proceed to the Portuguese colony, he placed the Portuguese gunboat *Patric* at the disposal of the distinguished French Visitor.

Mons. Margite left Hongkong for Macao yesterday (Sunday) on board the *Patric*. His Excellency was accompanied by Mons. G. Liebert, Consul for France in Hongkong, and Capt. D. Ginatti, of the Portuguese Consular service, and the well and popularly known assistant Commissioner for the delimitation of the boundaries of Macao. The Portuguese Consul in Hongkong, Senhor J. J. Leiria, would, no doubt, have also been a member of the party, had it been possible to do so, but that gentleman is still confined to the house under medical advice since the unfortunate accident about two months ago by which his right leg was badly fractured.

The *Patric*, with the party on board, left the harbour at 8.30 a.m. yesterday. Upon arrival at Macao the Minister was accorded an official landing, there being the usual guard of honour and band. A visit was then paid to the Governor, at Government House, His Excellency returning the courtesy later in the afternoon. In the evening there was an official dinner at the gubernatorial residence. The French Minister returned to Hongkong to-day.

DINNER AT MOUNTAIN LODGE.

To-night Monsieur de Margite will be the guest of His Excellency the Governor at Mountain Lodge. Those invited to meet the new French Minister are:—Commodore, Mrs. and Miss Lyon, General G. Liebert, Mr. and Mrs. P. de Champmorin, Mr. and Mrs. L. Berindoague, Mrs. Fremault, Captain de Cunha Lima of the Portuguese cruiser *Dona Amelia*, Hon. Mr. Murray Stewart, His Excellency Major-General R. G. Broadwood, C.B., Sir Paul Chater, C.M.G., Hon. Mr. F. H. May, C.M.G., and Mrs. May, and Capt. Heathcote, A.D.C.

CANTON DAY BY DAY.

PRISONER'S DASH FOR FREEDOM.

[From Our Own Correspondent.]

Canton, 16th October.
On the 14th instant a mutiny broke out in the prison of the Kwai Shin district and as a result of the outbreak thirty prisoners effected their escape when the Magistrate was absent on official business.

FIRE.

Yesterday there was an outbreak of fire in the Southern suburb at the new bond; one building was completely gutted; four men were injured.

NEW JUDGE.

Yesterday afternoon the newly appointed Canton Provincial Judge, Chiu Pan Yin, took over the seal of office from Chan Mong Tsang, who has been ordered to resume charge of office as Taotai for the Development of Native Industries.

RAILWAY ACCIDENT.

At 11 a.m. on the 14th instant a train proceeding to Sai Chuen from Wenghsa knocked down a man of about seventy years of age. The poor man sustained severe injuries to his head and legs, but not of a very serious character. He is now under medical treatment by the Canton Red Cross Society.

GOVERNMENT BANK.

Yesterday H.E. Viceroy Yuan Shu Hsun, proceeded to the Canton Government Bank, to personally audit the accounts.

PRINCE SHUN FU-LAP.

As the Naval Commissioner, Prince Shun Fu-lap, will, in the course of a few days, arrive at Hongkong en route to study the naval systems in foreign countries, the Viceroy of Canton, H.E. Yuan Shu Hsun, has deputed expectant prefect Shai Fong and expectant magistrate Ngai Tso Pui to proceed to Hongkong to await the Prince's arrival there and to convey to him His Excellency's respects. The Canton Tatar General has also deputed an official to Hongkong for the same purpose.

THE Japanese Cotton Spinner's Union is deciding definitely to abolish short working in April next.

TWO months' hard labour was given a Chinaman in the Police Court this morning for forgery with intent to defraud a compatriot of a piece of land.

THE Viceroy at Nanking has telegraphed to the Taotai in Wuhu instructing him to arrest a Chinese who was agitating for a boycott against the Japanese.

SEVEN Chinese who were brought up in the Police Court this morning for trespassing on the compound of the Central Police Station were each fined \$5 for the offence.

ATTENTION is invited to the Sanitary Board warning printed in our advertisement columns. The practice of depositing noxious or offensive matter on the roads is a reprehensible one.

TWO Chinese women were each bound over in the sum of \$100 to keep the peace for one year, in the Police Court this morning for behaving in a disorderly manner in the public streets.

In consideration of the successful manner in which he negotiated the agreements recently concluded between China and Japan, Mr. Ito, Japanese Minister at Peking, has been awarded the First Order of the Sacred Treasure, while two Secretaries of Legation and one Interpreter have also been decorated.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

KING EDWARD VII. SCHOLARSHIPS.

To the Editor of the "Hongkong Telegraph."

Sir,—Under-Graduate has stated his case excellently for those whom he termed "the Kwangtung-born Chinese" and also for the rising generation of Caledonians who are thriving under the aegis of the great and all-powerful Taikoo hong. May I have the courtesy of some space in your very readable columns to inquire where do the Parses and the Indians come in in the matter of the King's scholarships at the Hongkong University? I hope others, besides myself, will take up the matter in their behalf. The claims of the Chinese students and of the Scotch ladies have been very ably advocated. Will none come forward to espouse the cause of the not inconsiderable number of Indian youths? Who, in the first place, stood sponsor for the Governor's University scheme? Was it not our public-spirited citizen Mr. Mody? The gentleman himself half from the great Empire whose sons are among the most loyal and devoted of King Edward's subjects. Mr. Mody's promise to defray the cost of the University building proper and probably also of the anatomical department which will be attached to it, eclipses any individual donation. In the circumstance it will be ungenerous to exclude his nationals from participation in the most coveted scholarships with which the proposed University can be endowed. Will His Excellency the Governor and the University Committee note this plea on behalf of the future Indian students?—Yours faithfully,

ANGLO-INDIAN.

Hongkong, 18th October.

MACAO BOUNDARY QUESTION.

RENEWED AGITATION IN CANTON.

[From Our Own Correspondent.]

Canton, 16th October.

The Canton Association for the Protection of Boundary Rights yesterday issued circulars to inform the people of the manner in which the Portuguese are alleged to have submitted unreasonable claims to the Chinese Delimitation Commissioner, H. E. Ko, and how the latter failed to maintain a strenuous opposition against the Portuguese demands by actually resisting them. A public mass meeting has accordingly been convened for the 17th instant at 2 p.m. to discuss matters in connection with the Macao Delimitation question, at Mun Lau Shu Yuen, when the people of all classes are invited to attend with a view to devise means to aid H. E. Ko in the conduct of the delicate negotiations.

HARMSTON'S CIRCUS.

CHANGE OF PROGRAMME.

On Saturday night Harmston's had a bumper house and everything was received with great applause, especially the pony "Mollie" which won the Distance Handicap, mounted by Commodore Lyon, at the Gymkhana. Last night the second change of programme was produced, and this was also attended by a large audience. The Harmston family showed some wonderful displays of bareback riding, especially Willie Harmston, who did the backward and forward somersaults, and long arm balance. Another great performance was that given by the high jumping and diving dogs introduced by Miss Jessie Bower. The dogs "Tiger" and "Bangole" jumped a height of about 20 feet through rings of fire. The tamboourine dance, by Miss Jessie Harmston and Miss Jessie Bower, was prettily done, while the double wire act by Miss Jessie and Nellie Harmston was excellent. The clown Pimple and Roberto kept the spectators in high spirits throughout the performance. This change of programme is well worth seeing, and should not be missed as the circus sails for Singapore on the 25th inst. The next competition will take place to-morrow night, that of the "First Amateur Contest," which is limited to six competitors who should send in their names to the Robinson Pano Co., Ltd., or notify them at the Circus. Friday night will be a benefit performance for the popular manager, Colonel Bob Love, and in this performance competition of a "High Jumping Contest" has been opened for local ponies and riders. The last two matinees are on Wednesday and Saturday, when children will be admitted at half price to all parts.

A CHINESE dispatch says that with a view to the discovery of naval talent in the Empire, the Grand Council and the Navy Department have jointly decided to ask for Imperial permission to establish Naval Academy in China.

MR. Thomas F. Millard, the well-known writer on Far Eastern topics, is a passenger on the s.s. *Monticello*, which left San Francisco a few days ago. Mr. Millard is coming out in the interests of a new publication called the *American Magazine*.

THE P. & T. Times of the 7th instant says that a telegram was received in Tientsin on October 6 stating that Mr. J. O. P. Bland had very nearly recovered from his attack of diphtheria, and that it was hoped he would be able to travel from Harbin to Peking on the following Saturday.

THE s.s. *China* left Shanghai on 12th inst. with 150 Sikhs who are going to Central America and Canada as navies on railways and as agricultural labourers. Many of the men are ex-politicians and watchmen who have finished engagements in Shanghai but the majority are fresh from India.

A CHINESE dispatch says that as the construction of the Peking-Kalgan Railway has been so successfully carried out by Taotai Jemei Tien-yow, the Yuchuanpu has recommended Taotai Jemei as engineer to build the Yee-Han Railway, which, when constructed, it will rival the Peking-Kalgan line.

AN BLAPHANT'S FROLIC.

TUN IN THE KING EDWARD HOTEL.

A bull in a china-shop may be somewhat of a curiosity but what about an elephant in a bar-room? On Saturday afternoon, several of those who did not find the attractions of Happy Valley sufficiently strong to take them from the centre of the city had the unique opportunity of witnessing this phenomenon. They also saw other features of the visit but we are coming to that. When Colonel Bob Love of Harms-ton's Circus fame, agreed to enter a couple of ponies for a better-skater-mixer-maxter event at the Gymkhana, he also came to the conclusion that Mike, the magic mammal, should also have a shot for the trophy wherever it might be. And Mike's nomination as a competitor was duly entered and accepted. Now, Mike is nothing wonderful in the pedestrian line. He prefers to stand up, swing his baggage vau, and beg for delicacies. So when he learned that he was due to walk from Kennedy Town to Happy Valley, he not only growled, but he actually emitted howls which could easily be identified as representing those words which all decent, self-respecting family journals indicate by a dash or a blankety-blank. Being chided gently but firmly by the bold "Bob" and recognising that half the refreshment stall at the circus had found its way into the Colonel's capacious pockets, Mike, still growling his protests, started out on his travels. Asked regarding his experience of the trip, Mike afterwards wiped away a tear and moaned "Never again." Instead of acting like a man and brother, the Colonel climbed into a ricksha and told the procession to forge ahead. An unseemly attempt was made by the elephant to squeeze his vulgar carcass into the vehicle, but with the aid of the puller the obstreperous Mike was thrown out and the Colonel proceeded to sample the refreshments. Under protest the baby elephant, grunting and grumbling and crying about his poor feet, unloosed to crawl after his boss as far as the King Edward Hotel and then the fun began. The Colonel, finding that he had that empty feeling after his unwelcome exertions of trying to cajole a nagging quadruped, made a surprisingly hasty jump out of the ricksha and into the Hotel. Mike followed like a lamb, breathing hard and anathematising everybody, from the Malay who held on to his tail to the promoters of the Gymkhana. He made straight for the bar and the affectionate way he dealt with the condiments was most affecting. Of course the Colonel alleges that if it had not been for the trials of the trip he would never have paused to converse with a friend about a dog. But Mike is strongly of opinion that the warrior was merely seeking to slake or slacken an abnormal appetite and that he (Mike) found it his duty to follow suit. He did so, as the bar boys will tell. Not only that but when a bucket of water was presented to him he cordially returned the compliment to his admirer per medium of his squirting apparatus, and not a few bystanders had the first shower bath they have had since the cold weather set in. Having quenched a pyramidal thirst Mike and Bob very affectionately left together and the rest is told in the sporting column.

ARMED ROBBERY AT
KOWLOON-CHAI.

THREE MEN SENTENCED TO FOUR YEARS' HAND LABOUR.

At the Criminal Sessions this afternoon, three men named Ip Sang, Li Yau and Chao Wao were charged with armed robbery at Kowloon-chai, New Kowloon, on the 8th inst. The Hon. Mr. W. Rice-Davies, K.C., Attorney-General, instructed by Mr. H. L. Deane, J., (from the Crown Solicitor's office) appeared for the Crown. The prisoners were undefended and entered a plea of guilty.

The Attorney-General stated that "prisoners, who were coolies of the lowest class, entered a woman's house in Kowloon-chai, New Kowloon, shortly after 11 o'clock on the night in question. One of the prisoners seized her by the throat, gagged her and tied her hands, and threatened to kill her if she did not keep quiet. The other men then ransacked the house and removed all the goods they could lay their hands on. While leaving the house, the men were caught red-handed by a European constable, but for whose most exemplary conduct in arresting the men single-handed, they might have escaped.

Sentence of four years' hand labour was passed on each of the prisoners.

SHOP-LIFTER PUNISHED.

STOLE BIKL FROM DRAPER'S ESTABLISHMENT.

On Saturday afternoon, a Chinaman visited the Yee Sang Fat shop in Queen's Road and purchased a leather purse which cost him the noble sum of \$1. He tendered a five-dollar bill in payment and received four one-dollar notes from the shop-keeper as change. The man seemed dissatisfied and asked for subsidiary coins with premium. He was told that the shop was a draper's establishment and not a money-changer's counter, whereupon he placed the notes inside his jacket and left the shop. Shortly afterwards he returned to the shop and asked for the four dollars, at the same time vigorously denying that he had taken the money with him. He started a search for the alleged missing money, in which work he was assisted by the guileless shopkeeper. The latter's attention, however, was soon monopolised by other customers, and taking advantage of this fact, he quickly annexed a roll of silk and was about to depart when the shop-keeper noticed the theft and gave chase, which, however, ended almost where it began for in a lane near the Supreme Court, the shop-lifter was cornered and unconsciously handed over into Police custody. The man appeared before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning, and was given six weeks' hard labour and ten strokes of the stick.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE BUTLER WRIGHT CASE.

PRISONER TO HONGKONG.

[From Our Own Correspondent.]

Shameen, 16th October,
4.40 p.m.

William Butler Wright, sentenced to undergo two years' imprisonment with hard labour, at the British Consular Court, in the forenoon to-day, left for Hongkong by the s.s. *Kinsman*.

[Prisoner arrived in Hongkong late on Saturday night and will serve his sentence in Victoria Gaol.—Ed., H.K.T.]

THE SUNNING RAILWAY.

THE PROMOTER COMMENDED.

[By courtesy of the "Shung Po."]

Peking, 17th October.

The Presidents of the Ministries of Posts and Communications and of Agriculture, Industries and Commerce have jointly memorialized the Throne reporting the successful completion of the Sunning Railway and recommend that Mr. Chan Yee-he, the promoter and builder of the line, receive adequate recognition for his ability and enterprise.

NAVY FUNDS.

PRIVATE DONATION.

[By courtesy of the "Shung Po."]

Peking, 17th October.

Li King-wai, a son of the late Li Hung-chang, has subscribed a large sum of money towards the funds for the naval reorganisation.

Li has been awarded the honorary rank of Colonel.

THE WAIWUPU.

PRESIDENT TENDERS RESIGNATION.

[By courtesy of the "Shung Po."]

Peking, 17th October.

H.E. Liang Tun-yen, president of the Waiwupu, has tendered his resignation.

The Grand Councillors are endeavouring to persuade him to desist. President Liang persists on resigning from office.

CANTON-HANKOW RAILWAY.

THE LOAN NEGOTIATIONS.

[By courtesy of the "Shung Po."]

Peking, 17th October.

H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, used his best endeavours to oppose the foreign loan for the construction of the Canton-Hankow Railway.

Along with H.E. Liang Tun-yen, president of the Waiwupu, H.E. Hsu has had a conference with the Foreign ministers on the subject of the loan negotiations so that they have now fallen through.

TYPHOON WARNING.

The telegrams quoted below have been received at the American Consulate General from the Manila Observatory.

October 17th, 9.40 a.m.
October 17th, 9.30 a.m. Cyclone or typhoon N.E. of Manila, moving W.N.W.

6 p.m. Cyclone or typhoon crossing Northern Luzon moving W.N.W.

October 18th, 9.10 a.m.
October 18th, 8 a.m. Cyclone or typhoon W. of Northern Luzon less than 100 miles distant moving W.N.W.

THE *Gazette* (London) states that King Edward has granted the following gentlemen his Royal licence and authority to accept and wear the decoration of valuable services:—Sir Robert Edward Bredon, K.C.M.G., the Inspector of the First Class of the Order of Saint Stanislas conferred by the Emperor of Russia; and Mr. Robert Lowe, chief engineer of the steamship *Hakata Maru*, Yokohama; the Inspector of the First Class of the Order of the Rising Sun conferred by the Emperor of Japan; and Mr. J. J. Leiria, Portuguese Consul in Hongkong.

Shipping—Steamers.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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From Hongkong,

From St. John.

"EMPRESS OF CHINA"

"EMPRESS OF BRITAIN"

SATURDAY, NOV. 6TH.

FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 47 days. Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

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For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—J. W. CHADDICK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

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For Steamship On SHANGHAI via SWATOW KIWONGSANG, WED'DAY, 20th Oct., Noon. NANCHANG via SWATOW FAUSANG, THURSDAY, 21st Oct., 4 P.M. TIENSIN via SWATOW CHEFOO, FRIDAY, 22nd Oct., 4 P.M. MANILA via SWATOW YUNANSANG, FRIDAY, 23rd Oct., 4 P.M. SINGAPORE, PENANG & CALCUTTA LAISANG, SATURDAY, 24th Oct., 2 P.M. MANILA via SWATOW LUONGSANG, FRIDAY, 25th Oct., 4 P.M. SHANGHAI, YOKOHAMA, KOBE & MOJI FOKSANG, FRIDAY, 5th Nov., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Katsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

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For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 51. Hongkong, 18th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL. AMOY, MANILA, CEBU & ILOILO "KAIFONG" 19th Oct., Daylight. SWATOW & SHANGHAI "WUHU" 19th " 2 P.M. MANILA "TAMING" 19th " 3 P.M. NEWCHOW "LIANGCHOW" 19th " 4 P.M. WEIHAWEI, CHEFOO & TIENSIN "HUICHOW" 21st " " SHANGHAI "ANHUI" 21st " " MANILA, ZAMBOANGA and USUAL "CHANGSHA" 5th Nov., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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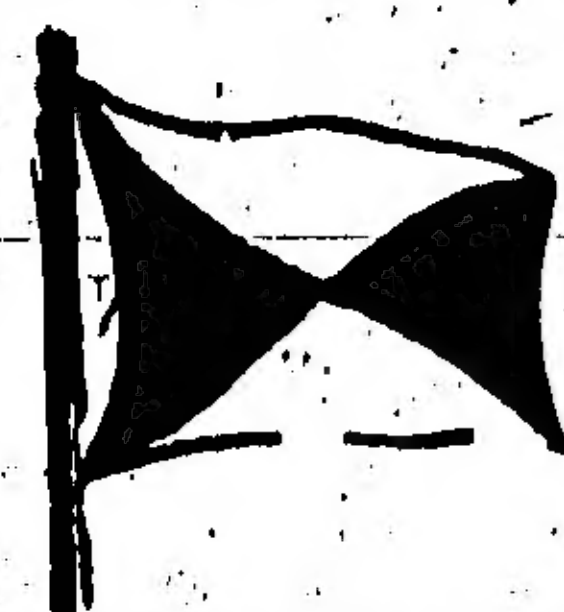
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N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

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Telephone No. 35. Hongkong, 18th October, 1909.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
CAIRO	2540	R. Rodgers	MANILA	SATURDAY, 23rd Oct., at Noon.
RUSS	2540	R. W. Almond	"	SATURDAY, 30th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

111-113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199.

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REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sall 20th Oct., 1909, at Noon.

S.S. MANSU MARU 5,000 " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

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(Subject to Alteration.)

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	TUESDAY, 19th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY, and FOCHOW.	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 21st Oct., at 9 A.M.
TAMSUI v. SWATOW & AMOY.	"DAIJOI MARU" H. Murayama	SUNDAY, 24th Oct., at 10 A.M.

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Hongkong, 18th October, 1909.

T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HAKATA MARU, Capt. J. Driess, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 7th Nov., at Noon.
MOJI, KOBE & YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 29th Oct., at Noon.
	CEYLON MARU, Capt. Fred. Pye, Tons 6000	TUESDAY, 26th Oct., at Noon.
		SATURDAY, 31st Oct., at Daylight.
		FRIDAY, 22nd Oct., Noon.
		SUNDAY, 24th Oct., at Noon.

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From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

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The Company's Newly Built 9,000-Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyazaki Maru (Capt. T. Mura) About Wednesday, 20th October.

Kifano Maru (Capt. F. E. Cox) About Wednesday, 17th November.

Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommar) About Wednesday, 12th Jan., 1910.

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FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" 19th Oct.

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

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DODWELL & Co., LIMITED,

Hongkong, 13th October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35.

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Hongkong, 11th October, 1909.

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PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain. Sailing Date

Oceanic 4,657 F. W. Davies 21st Oct.

Kumera 4,393 J. Mathis 18th Nov.

Aymara 4,393 Lloyd 16th Dec.

Superior 6,232 S. Shotton 13th Jan.

Oceanic 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

FARMS EXPRESS TO THE UNITED STATES AND CANADA.

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DODWELL & Co., LIMITED

Queen's Buildings, Hongkong, 13th October, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th October, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

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"AMIRAL OLRY"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West

Hongkong, 14th Oct., 1909.

Shipping—Steamer

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE"

Captain H. G. Norris, will be despatched as above on or about 23rd inst.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th October, 1909.

Intimations

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

88-86, Des Voeux Road, Central,

Hongkong.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	18 1/16
Do. demand	18 1/16
Do. 4 months' sight	18 1/16
France-Bank T.T.	18 1/16
America-Bank T.T.	18 1/16
Germany-Bank T.T.	18 1/16
India T.T.	18 1/16
Do. demand	18 1/16
Shanghai-Bank T.T.	18 1/16
Singapore-Bank T.T.	18 1/16
Japan-Bank T.T.	18 1/16
Java-Bank T.T.	18 1/16
4 months' sight L/O	18 1/16
6 months' sight L/O	18 1/16
30 days' sight San Francisco & New York	18 1/16
4 months' sight do.	18 1/16
30 days' sight Sydney & Melbourne	18 1/16
4 months' sight France	18 1/16
6 months' sight do.	18 1/16
4 months' sight Germany	18 1/16
Bar Silver	18 1/16
Bank of England rate	18 1/16
Sovereign	18 1/16

SHIPPING AND MAILS

MAILS DUE.

German (Princess Alice) 19th inst.
Indian (Arcturion) 20th inst.
Canadian (Empress of China) 18th inst.

The C. N. Co.'s s.s. *Lianan* left Shanghai on 17th inst., and is due here on 20th inst.
The Bank Line s.s. *Suvarin* sailed Kobe on 17th inst., for Vancouver and Tacoma via Yokohama.

The C. N. Co.'s s.s. *Changsha* left Sydney on 15th inst., leaves Manila on 18th inst., and is due here on 21st inst.

The N. Y. K. s.s. *Hakata Maru*, European Line, left Moji for this port on 18th inst., and is expected here on 21st inst.

The N. Y. K. s.s. *Ceylon Maru*, Bombay Line, left Moji for this port on 17th inst., and is expected here on 21st inst.

The APCO Co.'s s.s. *Ararat* left from Calcutta left Singapore on 18th inst., and may be expected here on 22nd inst.

The Imperial German Mail s.s. *Ludwig* left Shanghai on 16th inst., p.m., and may be expected here to-morrow morning.

The H. M. Transports s.s. *Soudan* left Singapore for this port on 18th inst., at 6.30 a.m., and is due here on 23rd inst., at 4 p.m.

The s.s. *Ceylon* is due here at daylight on 20th inst., will leave for Marseilles, London and Antwerp at 5 p.m., on the same day.

The N. Y. K. s.s. *Kaga Maru*, American Line, left Yokohama for this port via Kobe, Moji and Shanghai on 18th inst., and is expected here on 31st inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 17th at 8 p.m.—The typhoon, which is crossing Luzon in about 17° Lat., will enter the China Sea to-night.

On the 18th at 4 a.m.—No. 1 night signal hoisted.

At 4.45 a.m.—Red South Cone and Red Drum hoisted.

At noon—Black South Cone and Black Drum hoisted.

The barometer has risen moderately in the Philippines; and fallen over China and Formosa, particularly over the latter and the S. and S.E. coasts.

The typhoon is situated about 300 miles to S.E. of H. of Hongkong. It appears to be moving towards N.W. at present and the S. coast of China is threatened.

Pressure has given way over Japan, and it is low over the Pacific to the E. of Hokkaido.

An area of high pressure lies over E. Manchuria.

Bad weather may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. gales; weather becoming unsettled with rain.

2.—Formosa Channel, N.E. gales.

3.—South coast of China between Hongkong and Lamock, N. to N.E. gales.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVALS.

Hongkong Maru, Jap. s.s., 3,447, S. Togo, 16th Oct., Moji 12th Oct., Gen.—T. K. K.

Hangchow, Br. s.s., 999, G. Mawley, 16th Oct., Chefoo 18th Oct., Gen.—B. & S.

Anhui, Br. s.s., 1,350, J. B. Harris, 17th Oct., Shanghai 14th Oct., Gen.—B. & S.

Kwangtung, Chi. s.s., 1,509, Wm. H. Lunt, 17th Oct., Shanghai 14th Oct., Gen.—C. M. S. N. Co.

Haitan, Br. s.s., 1,181, J. S. Roach, 17th Oct., Swatow 16th Oct., Gen.—D. L. & Co.

Hadi, Nor. s.s., 1,664, G. Solberg, 17th Oct., Bangkok 16th Oct., Rice—C. S. S. N. Co.

Ambria, Ger. s.s., 5,143, E. Dornat, 17th Oct., Wessing 13th Oct., Gen.—H. A. L.

Daljin Maru, Jap. s.s., 899, Y. Kaburaki, 17th Oct., Swatow 16th Oct., Camphor and Tea—O. S. K.

Chip Shing, Br. s.s., 1,199, F. Mooney, 17th Oct., Tientsin 16th Oct., Chefoo 18th Oct., and Weihaiwei 18th Oct., Gen.—M. & Co.

Choshan Maru, Jap. s.s., 1,301, Y. Ishikawa, 17th Oct., Swatow 16th Oct., Gen.—O. S. K.

Hulchow, Br. s.s., 1,217, E. Forsyth, 17th Oct., Canton 15th Oct., Gen.—B. & S.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 17th Oct., Canton 16th Oct., Gen.—J. & Co.

Kansu, Br. s.s., 1,190, R. Davies, 17th Oct., Canton 16th Oct., Gen.—B. & S.

Wahu, Br. s.s., 1,277, J. Cogan, 17th Oct., Canton 16th Oct., Gen.—B. & S.

Kwongsoo, Br. s.s., 1,498, W. P. Baker, 17th Oct., Canton 16th Oct., Gen.—J. & Co.

Miyaki Maru, Jap. s.s., 5,370, T. Mura, 18th Oct., Yokohama 7th Oct., Gen.—N. Y. K.

Yamaguchi, Br. s.s., 1,125, P. H. Rolfe, 18th Oct., Manila 15th Oct., Hemp and Gen.—J. & Co.

Zafro, Br. s.s., 1,499, R. Rogers, 18th Oct., Manila 15th Oct., Hemp and Gen.—S. T. & Co.

Clearances at the Harbour Office.

Bangkok, for Canton.
Amoy, for Singapore.
Rygie, for Moji.
Haitan, for Swatow.
Kwangtung, for Canton.
Anhui, for Canton.
Peking, for Shanghai.
Duffin Maru, for Swatow.
Victoria, for Hainan.
Glasgow, for Singapore.
Wahs, for Swatow.
Hoiching, for Kwong-chow-wan.

Oct. 17.
Cebu, for Japan.
Shinan, for Hainan.
Bijuan Maru, for Swatow.
Chenan, for Shanghai.
Kwangtung, for Shanghai.
Haitan, for Swatow.
Chihai, for Hongkong.
Haitan Maru, for Moji.
Haitan Maru, for Canton.
Kwangtung, for Canton.

Oct. 18.
Rygie, for Portland, Or.
Peking, for Shanghai.
Chihai, for Canton.
Peru, for Canton.

Passengers arrived.
Per Chihai, from Tientsin—Messrs. F. Thomas and H. Gerner.
Per Anhui, from Shanghai—Mrs. Wear, Messrs. Kent, Mook and Noy.
Per Yunnan, from Manila—Messrs. I. McConley, M. R. Edwards and D. F. Brown.
Per Haitan, from Swatow—Mrs. Kydd, Messrs. G. H. W. W. David, A. M. Santos, F. M. W. S. Allen, P. W. Golding, L. Shindwin, and 180 Chinese.

Per Hongkong Maru, from Callao—Messrs. Joan Landers, Wong Wah Sing, Almond I. and Antonio. From Iquique, Chile—Mr. Angel Ching and son. From Salina Cruz, Mr. Joe Ching.
Per Kwangtung, from Shanghai—Messrs. Chen Fai Ting, (Director of C. M. S. N. Co.), Chu Poo-shan, Koo Ching Chuen, Hung Ming Chou, Hong Wai Fun, Chun Pak Cho, 107 Chinese, 21 Indians, and 3 Japanese.
Per Zafro, from Manila—Messrs. I. R. Calcutt Smith, L. E. Conner, W. H. Anderson, T. H. Smith, E. Newell, E. S. Ching, S. E. Tang, J. H. Fitzhugh, H. S. Kilpatrick, Capt. G. M. Apple, and Mr. and Mrs. L. A. W. Nison.
Per Miyazaki Maru, from Japan for Hongkong—Major McCarthy, Miss Carbutt, Mrs. H. Bent, Mrs. H. G. White and infant, Mrs. F. S. Hawkins, Mrs. E. J. de Figueiredo, Mr. and Mrs. Alvarez and infant, Mrs. Alvarez and 3 children, Capt. and Mrs. H. Day, Mrs. W. G. Moore, Misses Maddock, Miss A. Richard, Mr. W. J. C. Bell, Miss Wybrand, Madames S. M. Pereira, H. I. Pereira, Mrs. Sueno, Mrs. Thos. Walker, Mr. Y. Ueyehara, Mr. and Mrs. I. Yoshida, and Mr. L. Suen Kow. For Colombo—Messrs. K. Murao, S. Nakatani, I. Sasa-kura, K. Murata, and Mr. K. Ikeda. For Genoa—Minister and Mrs. H. de Huenala. For Marseilles—Mrs. B. Blumenthal, Mr. Strickland, Miss G. Carbutt, Messrs. H. Levy, S. Uyeda and G. Tanahashi. For London—Mrs. Blumenthal and infant, Miss McGrigor, Mr. D. Clark, Miss Clark and 3 children, Messrs. J. Kerr and G. W. Daly.

Shipping Report.
Str. *Haidia*, from Bangkok—Fine weather.
Str. *Zafro*, from Wessing—Fine weather, N.E. trade fine 8, high sea.

Str. *Anhui*, from Shanghai—Fresh N.E. monsoon and fine weather.

Str. *Kwangtung*, from Shanghai—From Shanghai to Breaker Point fresh to strong Easterly wind with heavy Easterly swell thence to Port Light winds clear weather with heavy Easterly swell.

Str. *Chip Shing*, from Wei-hai-wei, &c.—Wei-hai-wei to Harren Islands light variable winds and fine weather. Harren Islands to Tung Yung moderate N.E. monsoon and fine weather. Tung Yung to Breaker Point strong monsoon and rough sea. Fine weather Breaker Point to Port Light to moderate North winds and fine.

VESSELS IN PORT.

Amigo, Ger. s.s., 824, H. Frandsen, 15th Oct., Manila 14th Oct., Ballast—J. & Co.
Anghar, Ger. s.s., 1,007, C. Kimpel, 15th Oct., Bangkok 6th Oct., Rice—B. & S.
Ben Thuy, Fr. s.s., 125, Hello, 16th Oct., Haiphong 13th Oct., Wood—Wilks & Jack.

Borneo, Ger. s.s., 1,344, F. Sembill, 12th Oct., Sandakan 6th Oct., Timber and Gen.—M. & Co.
China, Aust. s.s., 3,868, G. Berguglian, 15th Oct., Trieste 27th Aug., and Singapore 9th Oct., Gen.—S. W. & Co.
Chiyo Maru, Jap. s.s., 13,426, W. W. Greene, 15th Oct., San Francisco 14th Sept., Honolulu 21st, Yokohama 3rd Oct., Kobe 4th, Nagasaki 6th, and Manila 13th, Gen.—T. K. K.

Daiya Maru, Jap. s.s., 1,735, Kobayashi, 14th Oct., Wakamatsu 9th Oct., Coal—M. B. K.
Eskdale, Br. s.s., 1,916, G. W. Duff, 12th Oct., Java 26th Sept., Sugar—D. & Co. Ltd.
Fausau, Br. s.s., 1,410, H. S. Malkin, 16th Oct., Legat 8th Oct., Sugar—J. M. & Co.

Glasgow, Br. s.s., 3,924, J. Milne, 16th Oct., Shanghai 13th Oct., Gen.—B. & S.
Harford, Br. s.s., 2,716, Pope, 21st Sept., New York 30th June, and Labuan 15th Sept., Kerosene Oil—C. O. Co.
Hilary, Ger. s.s., 1,276, R. Haele, 15th Oct., Legat 8th Oct., Salt—S. W. & Co.
Kaifong, Br. s.s., 987, Cole, 15th Oct., Hainan 8th Oct., Wood and Sugar—B. & S.
Laertes, Br. s.s., 1,340, H. C. D. Frampton, 15th Oct., Saigon 7th Oct., Gen.—W. F. St. John.

Lainsang, Br. s.s., 2,215, E. J. Tadd, 14th Oct., Calcutta via Penang and Singapore 9th Oct., Gen.—J. M. & Co.
Lockun, Ger. s.s., 1,020, W. Taubert, 12th Oct., Bangkok 5th Oct., Rice and Wood—M. & Co.
Looch, Ger. s.s., 1,020, P. Wittstock, 15th Oct., Bangkok 6th Oct., and Kohlschlag 8th, Rice and Wood—B. & S.
Nanhai, Br. s.s., 1,999, A. Jones, 10th Oct., Amoy 9th Oct., Ballast—B. & Co.
Oceano, Br. s.s., 3,050, F. W. Davies, 12th Oct., Manila 9th Oct., Gen.—D. & Co. Ltd.

Prometheus, Nor. s.s., 1,024, H. Jensen, 15th Oct., Bangkok via Swatow 12th Oct., Rice and Meal—Aagaard, Thorsen & Co.
Shinshiku Maru, Jap. s.s., 1,939, Moto, 15th Oct., Moji 10th Oct., Coal—O. S. K.
Taming, Br. s.s., 1,350, G. H. Pennefather, 15th Oct., Manila 12th Oct., Hemp and Gen.—B. & S.

Tijpana, Dut. s.s., 2,414, J. B. v. Damme Jalik, 8th Oct., Macassar 20th Sept., Gen.—J. C. J. L.

Taiwan, Ger. s.s., 1,002, Fr. Bücking, 15th Oct., Bangkok 6th Oct., Rice and Meal—B. & S.

Victoria, Swed. s.s., 988, Thos. Eckert, 15th Oct., Haiphong 13th Oct., Rice and Gen.—Chinese.

SAILED YESTERDAY.
Eclipse, Br. 4-masted barque, 2,060, J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.
Juteopolis, Br. 4-masted barque, 2,051, F. Dowling, 14th Oct.—Canton 13th Oct., Ballast—S. O. Co.
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosene—S. O. Co.
Lyndhurst, Br. ship, 2,444, Parnell, 16th Oct.—Canton 15th Oct., Ballast—S. O. Co.

Steamers Expected.

Yokohama, Br. 4-masted barque, 2,060, J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.
Juteopolis, Br. 4-masted barque, 2,051, F. Dowling, 14th Oct.—Canton 13th Oct., Ballast—S. O. Co.
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosene—S. O. Co.
Lyndhurst, Br. ship, 2,444, Parnell, 16th Oct.—Canton 15th Oct., Ballast—S. O. Co.

Yokohama, Br. 4-masted barque, 2,060, J. White, 28th Aug.—Canton 27th Aug., Ballast—S. O. Co.
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Juteopolis, Br. 4-masted barque, 2,051, F. Dowling, 14th Oct.—Canton 13th Oct., Ballast—S. O. Co.
King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.—New York 9th April, Kerosene—S. O. Co.
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